

# The China Mail.

Established February, 1845.

VOL. XLI. No. 6986.

號七十年五月十八日一千英

HONGKONG, THURSDAY, DECEMBER 17, 1885.

日二十月一十年西乙

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—E. Aizan, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 39, Cornhill; GORDON & GOOTCH, Ludgate Circus, E. C. BATES & HINDY & CO., 37, Wallbrook, E. C. SAMUEL LEAGON & CO., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—AMERI PRINCE & Co., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GODFREY & GOOTCH, Melbourne and Sydney.

SAN FRANCISCO and AMERICAN PORTS generally.—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAVAGE & CO., Square, Singapore. O. HEINRICH & CO., Manila.

CHINA.—MAGGIO, F. A. DE CRIST, S. G. QUELCH & CO., ANTHONY WILSON, NICHOLLS & CO., FREDERIC, HERDE & CO., Shropshire; LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, Lane, CRAWFORD & CO., and KELLY & CO.

## Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital.....\$7,500,000  
Reserve Fund.....\$4,500,000  
Reserve for Equalization.....\$ 500,000  
Dividends.....\$ 500,000  
Reserve Liability of Proprietors.....\$7,500,000

COUNT OF DIRECTORS.  
Chairman—Hon. F. D. SASOON.  
Deputy Chairman—A. MOLVER, Esq.  
C. D. BOTTONLEY, Esq. E. H. M. HUNTINGTON,  
H. L. DALMUYL, Esq. T. W. KESWICK,  
Esq. A. P. MCLEWEN, Esq.  
M. CHOW, Esq. E. R. SAMSON, Esq.  
H. HOPFUS, Esq.

CHIEF MANAGER.  
HONGKONG.—THOMAS JACKSON, Esq.  
MANAGER.  
Shanghai.—EDWARD CAMERON, Esq.  
LONDON BANKERS.—London and County Bank.

HONGKONG.  
INTEREST ALLOWED.

Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits.—  
For 3 months, 3 per cent. per annum  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,  
Chief Manager.

Hongkong, December 5, 1885. 2120

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL.....\$2,000,000  
PAID-UP.....\$ 500,000

REGISTERED OFFICE,  
40, Threadneedle Street, London.

BRANCHES:  
In India, China, Japan and the Colonies.

THE Bank accepts Money on Deposit

buys and sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED ON ADVANTAGEOUS TERMS.

H. A. HERBERT,  
Manager,

Hongkong Branch.

Hongkong, July 4, 1885. 1128

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2500 in any one year.

3.—Depositors on the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest on the rate of 3% per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank, if marked on Hongkong Savings' Bank, is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the  
HONGKONG & SHANGHAI BANKING CORPORATION,

T. JACKSON,  
Chief Manager.

Hongkong, May 7, 1885. 784

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Underwriters, Agents of the above Company, are authorized to Insure against FIRE, or Current Water.

GILMAN & Co.

Hongkong, January 1, 1886. 14

## Notices of Firms.

### NOTICE.

M. R. CHARLES ALEXANDER TOMES is Admitted a PARTNER in our Firm in HONGKONG, CHINA, and elsewhere from this date.

RUSSELL & Co.,  
Hongkong, December 1, 1885. 2082

### NOTICE.

THE BUSINESS of BROWN, JONES & Co. (Underwriters, 6 Queen's Road East), hitherto carried on by E. L. STAINFIELD, was taken over by me on the 1st NOVEMBER, and will continue to be conducted by me, under the same Firm name.

A PROPERTY and COMMISSION AGENCY has also opened to be conducted under the name of STAINFIELD & Co.

H. L. STRINGER,  
Hongkong, November 6, 1885. 1037

### NOTICE.

THE BUSINESS known as 'THE MEDICAL HALL' has this day been re-opened under the CHARGE of Mr. ADOLPH SCHROEDER, EMIL NIEDHARDT, Proprietor.

Hongkong, December 14, 1885. 2181

### Intimations.

JAPAN! JAPAN!! JAPAN!!!

KUHN & Co.'s JAPANESE FINE ART GALLERY.

AT THE HONGKONG HOTEL.

Have in their extensive collection a great number of suitable, ELEGANT, USEFUL and ORNAMENTAL CHRISTMAS AND NEW YEAR'S PRESENTS.

SATIN and SILK EMBROIDERIES, Ladies' and Gentlemen's GOWNS, JACKETS, SCREWS, WALL DECORATIONS, OLD BRITISH, GENUINE SATSUMA, IMARI and KAGA PORCELAIN, BEGGARS, IVORIES, BROWNS, GOLD and SILVER INLAID JEWELLERY, &c., &c., &c.

All to be sold at most reasonable Prices.

(A VISIT is respectfully invited.)

Hongkong, December 16, 1885. 2102

### NOTICE.

VICTORIA REGATTA.

THE COMMITTEE of the VICTORIA REGATTA CLUB request the pleasure of the COMPANY of the LADIES of HONGKONG at the REGATTA to be held on FRIDAY and SATURDAY, the 18th and 19th Instant.

Subscribers to the REGATTA can obtain Tickets of Admission to the Flagship, on board which TIFFIN will be SUPPLIED, by applying to C. S. ADDIS, Esq., Hon. Treasurer.

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GILMAN & Co.

Hongkong, January 1, 1886. 14

## Business Notices.

### LANE, CRAWFORD & Co.

### Christmas Delicacies.

SOUPS.—Mulligatawny, Quail, Giblot, Chian Chowder, Soup and Bouilli, Hotch Potch, &c., &c.

FISH.—Sardines in Oil, Citron, Tomatoes, and Butter, Sardines sans Arêtes, Whitebait, Trout, Anchovies, Tunny Fish, Oysters, Tamarind, Macassar Red Fish, Herring and Maquereau au Vin Blanc, Pilchards, Salmon Caviate, Salmon Kippers, &c., &c.

PATENT PRESERVED LAX.

GAME AND PATTIES.—Galantine of Game, Boar's Head, Tasmanian Rabbits, Wild Duck, Foie Gras, Paté de Foie Gras, assorted Game and English Pâtés.

TONGUES.—Smoked, Collared, Breakfast, Picnic, Lunch, Spiced, Paysandu, and Pigs.

FINEST SELECTED SMOKED and PICKLED TONGUES.

SUNDRIES.—Apple Sauce, Brawn, Emanous, Pig's Feet, Sage and Onion Stuffing, Tripe, Potted Meats, Candied Peels, Currants, Raisins, Spices, Mincé Collops, Curries and Chutneys, French and English Vegetables, Black Leicester Cheese, Mushrooms, assorted Pickles, Tabasco Sauce, &c., &c.

DESSERT FRUITS.—Fruits in Syrup, Noyau and Brandy; Crystallized, Fectes de Monteau, French Plums, Jordan Almonds, Stuffed Olives, Orange, Lemon and Vanilla Creams, Cutting's Dessert Fruits.

NEW SEASONS MUSCATELS and SMYRNA FIGS.

ELVAS PLUMS.

NUTS.—Almonds in Shell, Brazil, Barcelona and Filbert.

PLUM PUDDINGS and MINCEMEAT.

HUNTLEY & PALMER'S CHRISTMAS and ASSORTED BISCUITS.

FRENCH and ENGLISH CONFECTIONERY.

FINEST SELECTED YORK HAMS.

CHEESE.—GORONZOLA, GLOSTER, ALBERT, AMERICAN and STILTON.

HUNTLEY & PALMER'S CHRISTMAS and ASSORTED BISCUITS.

## FOR SALE.

MacEWEN, FRICKEL & CO.  
VICTORIA EXCHANGE,  
QUEEN'S ROAD CENTRAL

HAVE JUST LANDED  
THE FOLLOWING

## STORES.

YORK HAMS.  
Stilton CHEESE.  
Pudding RAISINS (Valencias).  
CURRANTS (Patras).  
MINCEMEAT.  
CHRISTMAS CAKES.  
FIGS.  
ALMONDS AND RAISINS.

Brazil NUTS.  
Soft-Shell ALMONDS.  
Mots FRUITS.  
Crystallized FRUITS.

FRUITS in Syrups.

Imperial PLUMS.

Plum PUDDINGS.

COSAQUES.

CALIFORNIA PRODUCTS.  
CONDENSED MILK.  
KEROSENE LAMPS.  
FAIRBANK'S SCALES.  
COOKING STOVES.  
PARLOUR STOVES.

THE USUAL ASSORTMENT

OILMAN'S STORES,  
AND  
WINES,

at the  
Lowest Possible Prices  
FOR CASH

MacEWEN, FRICKEL & CO.  
Hongkong, December 1, 1885. 2084

## Intimations.

In the Matter of the Estate of the late  
WILLIAM CATHERINE SYDER,  
Master of the S.S. "Greyhound."

NOTICE is hereby given that all Persons having any CLAIMS against the Estate of the said WILLIAM CATHERINE SYDER, who was murdered by pirates at sea, on the 17th October, 1885, and Letters of Administration to whose Estate were granted to his Widow, MARY SYDER, on the 13th DAY OF NOVEMBER, 1885, are hereby required to send in Writing to the Undersigned or to the Under-signed for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignee's risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to UNDERSIGNED, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in Writing to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignee's risk and expense, and no Fire Insurance will be effected.

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All Claims against the Steamer must be presented to the Undersigned on or before Noon 10-DAY, the 10th instant.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th instant, or they will not be recognized.

RUSSELL &amp; CO., Agents.

Hongkong, December 15, 1885. 2180

## NOTICE

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FORREIGNERS should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Fovey Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,  
Secretary,  
Hongkong, August 25, 1885. 1458

## Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

ANGLO-INDIAN, British barque, Captain Th. Richter.—Chinese.

B. H. STEENKEN, German brig, Captain Chr. Meyer.—Melchers & Co.

CYYLON, American barque, Captain R. Calhoun.—Wing Chong Kit.

DARTMOUTH, British barque, Capt. Benj. Flinton.—Melchers & Co.

HARMONIA, German ship, Captain Kassebohm.—Melchers & Co.

GEORGE, British barque, Capt. William Grant.—Captain.

ISAAC REED, American ship, Capt. E. C. Colley.—Order.

LUCILLE, American barque, Captain C. M. Lawrence.—Melchers & Co.

MIRROU, British brigantine, Capt. Wm. Dick.—Master.

TACHOW, British steamer, Captain J. Newton.—Yuen Fat Hong.

TRAV, American ship, Capt. C. H. Aldyn.—Russell & Co.

VITREA, Spanish barque, Capt. Ursundal.—Reiniger & Co.

## Entertainment.

THEATRE ROYAL,  
CITY HALL

THE HONGKONG AMATEUR DRAMATIC CLUB  
Have the honour to announce that THE FIRST PERFORMANCE of the Season will take place

THIS EVENING, 17th December, 1885, at 9 p.m.

When will be produced

A FARCE

BY J. M. DILLEY AND J. ALLEN,

entitled

'CHISELLING'

— AND —

TOM TAYLOR'S COMEDY

'Nine Points of the Law.'

Tickets (\$2 each) may be obtained from MESSRS. LANE, CRAWFORD & CO., on and after Monday, 14th December, 1885.

H. M. THOMSETT,

Hon. Secretary,

Hongkong, December 17, 1885. 2192

For Freight or Passage, apply to

DOUGLAS STEAMSHIP COMPANY, LIMITED

FOR AMOY AND TAMSUL

The Co.'s Chartered Steamship

Anamita, Captain HAMILIN, will be despatched for the above Ports on SATURDAY, the 19th Instant, at Noon.

For Freight or Passage, apply to

RUSSELL & CO., General Managers,

Hongkong, December 17, 1885. 2198

FOR MANILA VIA AMOY

The Co.'s Steamship Zafiro,

Captain TANIO, will be despatched for the above Ports on MONDAY, the 21st Instant, at 6 p.m.

For Freight or Passage, apply to

RUSSELL & CO., General Managers,

Hongkong, December 17, 1885. 2196

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Bavar, ex S.S. Indus, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignee before 3 p.m. To-day (Sunday), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Monday, the 21st December, at Noon, will be subject to rent, and landing charges at 1 cent per package per diem.

All Claims must be sent in to me on or before Wednesday, the 23rd December, or they will not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, December 13, 1885. 2170

NOTICE TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

THE Steamer Corinth, Captain A. M. DESSON, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in Writing to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignee's risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to the Undersigned, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in Writing to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

All Claims against the Steamer must be presented to the Undersigned on or before Noon 10-DAY, the 10th instant.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th instant, or they will not be recognized.

RUSSELL & CO., Agents.

Hongkong, December 15, 1885. 2180

NOTICE.

FREDERIC ALGAR, COLONIAL NEWSPAPER & COMMISION AGENT.

11, Clement's Lane, Lombard Street,  
LONDON.

THE Colonial Press supplied with Newspapers, Books, Types, Ink, Presses, Papers, Correspondents, Letters, and any European Goods on London terms.

NOTICE TO SHIPPERS.

Colonial Newspapers received at the office are regularly filed for the inspection of Advertisers and the Public.

Mr. Andrew Wind,  
New Agent, &c.

21, PARK ROW, NEW YORK: is authorized to receive Subscriptions, Advertisements, &c., for the China Mail, Overland China Mail, and China Review.

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FORREIGNERS should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Fovey Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,  
Secretary,

Hongkong, August 25, 1885. 1458

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## THE CHINA MAIL.

If the French Government could, as M. Dupuis seems to do, see their way to retain Tonquin without a large and expensive garrison, propositions for the evacuation of the country would find little favour in the House of Representatives. Probably M. Dupuis' opinion will be freely expressed on his arrival in Paris, and should carry great weight.

SUPREME COURT.  
IN ADMIRALTY.

(Before Sir G. Phillips, Chief Justice, assisted by Commandant Davis, H. N. Fletcher, and Lieut. Commander Ghosh, R.N., "Vigilant," as Naval Assessors.)

Thursday, December 17.

M'OREGAN, GOW & CO. v. S. S. "CAMORTA," \$1,005,000.

NETHERLANDS INDIA STEAM NAVIGATION CO. v. S. S. "GLENFRITH," \$70,000. SUITS 24 AND 25.

The hearing of these suits was continued to-day.

The Attorney General (the Hon. E. L. O'Malley), and Mr. A. J. Leach, instructed by Messrs. Wotton and Deacon, appeared for the "Glenfrith," and Messrs. Francis and Ball, instructed by Messrs. Sharp, Johnson and Stokes, represented the "Camorta."

Mr. F. J. Ackroyd occupied the Registry seat.

These suits arose out of a collision which occurred in Hongkong harbour between the British steamer "Glenfrith," of the "Glen" Line, and the Dutch steamer "Camorta," of the Netherlands India Steam Navigation Co., on the 17th October.

The following further evidence was tendered on behalf of the "Glenfrith":—

Albert Louis Lemku said—I am an able seaman on board the steamer "Glenfrith," and have been at sea over 37 years. I remember the 17th Oct. last; I was on board my ship lying at the west end of the harbour. Before this the "Camorta" along-side the wharf the first thing in the morning, and I saw her leave the wharf. The steamer "Klara" was lying not very far from her, being open between the "Camorta" and the "Glenfrith." The "Camorta" would have come out closer to us, and we got out without going so close to the "Klara." When the "Camorta" left the wharf she came out on an angle of about N. E. by N., as near as can tell. She followed that line, and never deviated from her course which would take her out at the same angle as the "Klara" which lay to the wind, the same as I did. She passed between us and the "Klara" and I watched her pass. As I passed I heard the "Glenfrith's" whistle, that was the first thing that drew my attention—it was a very deep strong whistle, and I took particular notice of it, as I heard it two or three times; it was prolonged a good deal. I saw the masts and funnel of the "Glenfrith" coming down as soon as I saw the "Camorta" alongside the "Klara" and the "Glenfrith" were both between me and the "Klara," so that I could not make her out properly, but I saw her mast and funnel before I knew they were going to cross each other. The "Glenfrith" was properly in the fairway, well to the northward and eastward. The "Camorta" was going about four knots when she was between me and the "Klara," and when I first noticed her I reckoned her engines were going half speed. She went at that same rate of speed to me when her engines were absent of the "Klara" and to me when her engines were stopped. I saw the "Glenfrith" was coming on very slow for what I saw, she seemed to be heading down. After the engines of the "Camorta" were stopped there was about ten minutes before they were moved again, and then they were reversed again a few dashes. I could not see how far she was from the "Glenfrith" then, but about only a few paces from the crew, and then she stopped her engines again. From the time she stopped her engines up till the time of the collision must have been between three and four minutes. At the time the "Camorta" struck the "Klara" about half a ship's length, say 140 feet. I was standing on the lower bridge. I did not see the steward and second officer anywhere about then.

Cross-examined by Mr. Francis—I reckoned that if another ship had been anchored between us and the "Klara" there would not have been room to swing. We were about 700 feet apart. When the "Camorta" came out she was about 5' from the "Klara." When I first saw the "Glenfrith" I saw her just over the bow of the "Klara," she was well up, and the "Camorta" was just about astern of the "Klara." When I saw the "Camorta" reverse her engines she did not keep so for half a minute, there were only a few dashes. I should say about half a dozen times. The "Camorta" never deviated from her course right up to the time of the collision. I could not see who was on the bridge of the "Camorta" as she went past, as near as I can tell our head bore N. E. by N., and the "Klara" bore about the same. The collision occurred about 200 paces or two points and a half on the northward bow. After the collision I went to the lifeboat. After the collision the "Camorta" head would be pointed a little more to the northward. The "Glenfrith" went past us about 300' feet distant, and I went to her assistance in the lifeboat. I was not doing duty as night watchman on board the "Glenfrith" that day. It was perfectly clear between the "Glenfrith" and the "wharf." There was one junk alongside, on our port bow, and there were a lot of junks to the southward and eastward; there always are. I did not notice whether there were any junks on the north side of the channel. I could see the P. and O. wharf that morning, but there were junks anchored between it and me. I should imagine it would be about 1,000 feet from the "Klara" to "Jardine's" wharf. I saw the "Glenfrith" when she first came out, and I noticed her the whole time she was coming.

Re-examined by the Attorney-General—

From the time the engines were first stopped to their being reversed was about two minutes; they reversed a few dashes, and then stopped again, and the engines were not moved again until the collision, which was three or four minutes after it. Altogether it was about five minutes from the time the "Camorta" engines stopped until the collision at the time of the collision the "Camorta" had the "Glenfrith's" stern to her.

George Ship, examined by Mr. Leach, deposed—I am an able seaman on board "Glenfrith," and was on deck when on the 17th October last I saw the collision between the "Camorta" and the "Glenfrith," being on the house at the time. I saw the "Camorta" when she first came out, and I noticed her the whole time she was coming.

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Cross-examined by Mr. Francis—I was at an angle of about 110 degrees to the "Glenfrith" when the engines were then working ahead, and she was going from four to five knots. They stopped about two minutes after I first saw her. Then they were reversed, and the screw went about four knots when he left her; the

engines had been going at half speed for about two ship's lengths when he left her. She had not been going at full speed at any time. He went away to the "Klara," and as near as I could tell, she was heading nearly exactly the way as the "Klara." At the time of the collision, as nearly as I could say, the "Glenfrith" was heading about west by north.

Thomas Lucy deposed—On the 17th October he was an able seaman on board the "Glenfrith," and had since been paid off. He saw the collision between the "Camorta" and the "Glenfrith," which he saw from the forecastle deck. His attention was first attracted to the "Glenfrith" by her whistle, coming down the harbour. Before this he saw the "Camorta" leaving "Jardine's" wharf between us and the "Klara," which was on our starboard beam. She came out parallel with the "Klara," and when she passed the "Klara" she was going from three and a half to four knots.

The "Glenfrith" came down well on the north side of the fairway. She was not coming fast when I first saw her, and I heard her whistle twice. When I heard the second whistle she was going very slow—about a knot or a knot and half.

The "Camorta" kept working ahead until she was ahead of the "Klara," and then she stopped and reversed them about six round turns, and then stopped them at once. About two minutes to two minutes and a half after this the collision occurred.

The "Camorta" was going faster than the "Glenfrith." There were two stars on the stern of the "Camorta" which was on our starboard side.

Cross-examined by Mr. Francis—I

was an able seaman on board the "Glenfrith," and had since been paid off. He saw the collision between the "Camorta" and the "Glenfrith," which he saw from the forecastle deck. His attention was first attracted to the "Glenfrith" by her whistle, coming down the harbour. Before this he saw the "Camorta" leaving "Jardine's" wharf between us and the "Klara," which was on our starboard beam. She came out parallel with the "Klara," and when she passed the "Klara" she was going from three and a half to four knots.

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# THE CHINA MAIL.

No. 6986.—DECEMBER 17, 1885.

## Intimations.

### VICTORIA REGATTA. THIRTY-EIGHTH MEETING.

FRIDAY AND SATURDAY,  
18th and 19th December, 1885.

*Pilotage.*—H. E. Sir George Ferguson  
Bart., G.C.M.G.; His Excellency R. Vesey  
Hamilton, G.C.B., R.N.; His Excellency  
Admiralty and Imray Charts;  
Nautical Books.

English SILVER PLATEDWARE,  
Christofle & Co.'s ELECTRO-PLATEDWARE,  
GOLD AND SILVER JEWELLERY,

in great variety.

## Intimations.

### CHAS. J. GAUPP & CO., CHROMOMETER, WATCH & CLOCK MAKERS, JEWELLERS, GOLD & SILVERSMITHS, AUTOMATIC, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOYAGEURS' CELEBRATED  
BINOCULARS AND TELESCOPES,  
RITCHIE'S LIQUID AND OTHER COMPASSES,  
ADMIRALTY AND IMRAY CHARTS;

NAUTICAL BOOKS.

ENGLISH SILVER PLATEDWARE,  
CHRISTOFLE & CO.'S ELECTRO-PLATEDWARE,  
GOLD AND SILVER JEWELLERY,

A Splendid Collection of the Latest London  
PATENTS, at very moderate prices. 742

PACIFIC MAIL STEAMSHIP COMPANY.

THE Undersigned hereby gives Notice  
that he has been Appointed AGENT  
of the above Company at this port.

CHAS. D. HARMAN,  
Hongkong, December 2, 1885. 2090

ACCIDENTAL & ORIENTAL STEAM-  
SHIP COMPANY.

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that he has been Appointed AGENT  
of the above Company at this port.

CHAS. D. HARMAN,  
Hongkong, December 2, 1885. 2091

DENTISTRY.

FIRST CLASS WORKMANSHIP.  
MODERATE FEES.

MR. WONG TAI-FONG,  
Surgeon Dentist.

(FORMERLY APPOINTED APPRENTICE AND LAT-  
TER ASSISTANT TO DR. ROGERS.)

AT the urgent request of his European  
and American patients and friends,  
TAKEN THE OFFICE formerly oc-  
cupied by Dr. Rogers.

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.

Sole Address.

2, DUDDELL STREET,  
(Next to the New Oriental Bank.)

Hongkong, January 12, 1885. 66

(GRIFFITH'S)  
NEW VIEWS OF HONGKONG

NOW READY,  
1, DUDDELL STREET.

GRIFFITH & CO.,  
MANUFACTURERS  
OF THE

LONDON AERATED-WATERS,  
1, DUDDELL STREET,  
Continue to Supply:

SODA WATER, LEMONADE,  
TONIC " GINGERADE,  
SETZLER " RASPBERRYADE,  
SARSAPARILLA " &c., &c.

\* At the same Moderate Charges.

Hongkong, June 9, 1885. 557

INSURANCES.

LANCASHIRE INSURANCE  
COMPANY.

(FIRE AND LIFE.)

CAPITAL, TWO MILLIONS STERLING.

SECOND DAY.

Saturday, 19th December, 1885.

1st RACE.—12.30 p.m.—FOR GIGS pulled by  
European Non-Commissioned Officers

and Men of any Regiment or Corps in  
Garrison or by European Members of  
the Police Force. Distance, One Mile.

Entrance, \$1. First Prize, \$15; Sec-  
ond, \$5. Outrigged Boats excluded.

2nd RACE.—1 p.m.—FOR GIGS pulled by  
European Non-Commissioned Officers  
and Men of any Regiment or Corps in  
Garrison or by European Members of  
the Police Force. Distance, One Mile.

Entrance, \$1. First Prize, \$15; Sec-  
ond, \$5. Outrigged Boats excluded.

3rd RACE.—1.30 p.m.—FOR FOUR-OARED  
CANTON CUTTERS. Distance, One  
Mile. Entrance, \$1. First Prize, \$15; Sec-  
ond, \$5. Time allowed for  
Outrigged Boats.

4th RACE.—2 p.m.—FOR MEN-OF-WAR'S  
GIGS AND WHALERS. Distance, One  
Mile. Entrances, \$1. First Prize,  
\$15; Second, \$5. Time allowed for  
Outrigged Boats.

5th RACE.—3.30 p.m.—AMERICAN CUP.  
To be rowed in Canton Four. Dis-  
tance, One Mile. Entrance, \$10.

6th RACE.—3.30 p.m.—CHINESE CUP.  
To be rowed in Canton Four. Dis-  
tance, One Mile. Entrance, \$10.

7th RACE.—3.30 p.m.—YACHTS OVER 10 TONS.  
Entrance, \$5. Time for tonnage. Cup  
presented by the Victoria Recreation  
Club.

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1st RACE.—12.30 p.m.—FOR GIGS pulled by  
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Entrance, \$1. First Prize, \$15; Sec-  
ond, \$5. Winner of Second Race on  
first day, and Outrigged Boats excluded.

2nd RACE.—1 p.m.—INTERNATIONAL RACE  
CHALLENGE CUP.—FOR FOUR-OARED  
CANTON CUTTERS. Distance, One Mile.

This Cup to be won by the consecutive  
years before being finally held. Entr-  
ance, \$10.

3rd RACE.—1.30 p.m.—FOR HOUSE BOATS  
and on Gigs PULLED by CHINAMEN.  
Distance, One Mile. Entrance, \$1.

First Prize, \$15; Second, \$5. Winner  
of Sixth Race on first day excluded.  
Time for Gigs—6 seconds per  
oar.

4th RACE.—2 p.m.—GERMAN CUP.  
To be rowed in Canton Four. Distance,  
One Mile. Entrance, \$10.

5th RACE.—2.30 p.m.—FOR MEN-OF-WAR'S  
CUTTERS. Distance, One Mile. Entr-  
ance, \$1. First Prize, \$20; Second,  
\$10. No time allowed for Oars.

6th RACE.—3 p.m.—LA MER PUKE.  
For Double Sculls. Distance, One  
Mile. Entrance, \$5.

7th RACE.—3.30 p.m.—TO BE ROWED IN  
5 OR 6-MAILED ROYAL NAVAL GIGS OR  
WHALERS, BY OFFICERS OF SHIPS OF  
WAR IN HARBOUR. Cup presented by  
the Members of the Hongkong Club.  
Time for Oars, —6 seconds per Oar.

8th RACE.—4 p.m.—MEMBERS' CUP.—  
presented by Members of the Victoria  
Recreation Club. For Four-Oared  
CANTON CUTTERS. Distance, One-mile  
and half. Entrance, \$10.

9th RACE.—4.30 p.m.—THE CHAIRMAN'S  
CUP. For Four-Oared Canton Cutters.  
Distance, One-mile-and-a-half.  
Entrance, \$10.

SAILING RACE.—FOR SAILING SHIPS' BOATS,  
only. Entrance, \$2. First Prize,  
\$20; Second, \$10.

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YACHT RACE.—FOR YACHTS OVER 10 TONS.  
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Entrance, \$1. First Prize, \$15; Sec-  
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first day, and Outrigged Boats excluded.

2nd RACE.—1 p.m.—INTERNATIONAL RACE  
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CANTON CUTTERS. Distance, One Mile.

This Cup to be won by the consecutive  
years before being finally held. Entr-  
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3rd RACE.—1.30 p.m.—FOR HOUSE BOATS  
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Distance, One Mile. Entrance, \$1.

First Prize, \$15; Second, \$5. Winner  
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Time for Gigs—6 seconds per  
oar.

4th RACE.—2 p.m.—GERMAN CUP.  
To be rowed in Canton Four. Distance,  
One Mile. Entrance, \$10.

5th RACE.—2.30 p.m.—FOR MEN-OF-WAR'S  
CUTTERS. Distance, One Mile. Entr-  
ance, \$1. First Prize, \$20; Second,  
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6th RACE.—3 p.m.—LA MER PUKE.  
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Entrance, \$10.

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3rd RACE.—1.30 p.m.—FOR HOUSE BOATS  
and on Gigs PULLED by CHINAMEN.  
Distance, One Mile. Entrance, \$1.

First Prize, \$15; Second, \$5. Winner  
of Sixth Race on first day excluded.  
Time for Gigs—6 seconds per  
oar.

4th RACE.—2 p.m.—GERMAN CUP.  
To be rowed in Canton Four. Distance,  
One Mile. Entrance, \$10.

5th RACE.—2.30 p.m.—FOR MEN-OF-WAR'S  
CUTTERS. Distance, One Mile. Entr-  
ance, \$1. First Prize, \$20; Second,  
\$10. No time allowed for Oars.

6th RACE.—3 p.m.—LA MER PUKE.  
For Double Sculls. Distance, One  
Mile. Entrance, \$5.

7th RACE.—3.30 p.m.—TO BE ROWED IN  
5 OR 6-MAILED ROYAL NAVAL GIGS OR  
WHALERS, BY OFFICERS OF SHIPS OF  
WAR IN HARBOUR. Cup presented by  
the Members of the Hongkong Club.  
Time for Oars, —6 seconds per Oar.

8th RACE.—4 p.m.—MEMBERS' CUP.—  
presented by Members of the Victoria  
Recreation Club. For Four-Oared  
CANTON CUTTERS. Distance, One-mile  
and half. Entrance, \$10.

9th RACE.—4.30 p.m.—THE CHAIRMAN'S  
CUP. For Four-Oared Canton Cutters.  
Distance, One-mile-and-a-half.  
Entrance, \$10.

SAILING RACE.—FOR YACHTS UNDER 10  
TONNES. Entrances, \$5. Time for tonnage.  
Cup presented by the Victoria Recre-  
ation Club.

SECOND DAY.

Saturday, 19th December, 1885.

## Intimations.

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A HOUSE at the PEAK, with Large  
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Hongkong, April 11, 1885. 614

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BORDEAUX CLARETS AND  
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dation suitable for a TEA or GENERAL  
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San Francisco,  
MACAO.

12th December, 1885. 2163

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